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<tr>
<td>Amber Majefski, AICP, LEED AP BD+C Planner, URS</td>
<td>Megan Inman</td>
<td>October 11, 2011</td>
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<td></td>
<td>Nancy Stavish, AICP, URS</td>
<td>October 18, 2011</td>
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<td>September 7, 2013</td>
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<td>Reggie Herman, AICP, URS</td>
<td>December 23, 2013</td>
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1.0 INTRODUCTION
An assessment of the existing and future land use along the Dallas Area Rapid Transit (DART)–owned Cotton Belt Corridor provides insight into development trends in the project study area. Possible land use types include, but are not limited to, residential, office, light industrial, industrial, commercial/retail, transportation, and institutional. Examining existing land use provides a sense of the general character of the areas through which the alignment passes.

While the land use describes the function of a piece of property, zoning ordinances dictate the types of permitted land uses and specific building requirements for a given piece of property or in a particular district. Examining the existing zoning along the corridor provides an indication of current development trends, as well as options for redevelopment and infill development in the future. Zoning includes elements that may not be visually identified from an aerial or windshield survey, such as lot restrictions and building height and footprint restrictions, among many other restrictions and requirements.

2.0 REGULATORY SETTING
Zoning ordinances approved by local municipal jurisdictions form the framework for regulating land uses within its city limits. The basis for this regulatory power at the local level comes from Chapter 211, Municipal Zoning Authority, of the Texas Local Government Code.

3.0 METHODOLOGY
For the purposes of the environmental review, the project study area for land use includes one-quarter mile on either side of the Cotton Belt Corridor and one-half mile radius around each proposed station location. The most recent land use data from North Central Texas Council of Governments (NCTCOG) (2005) was used for the existing land use. Municipalities were utilized as primary sources for future land use plans and zoning.

4.0 AFFECTED ENVIRONMENT
This section identifies existing land use, current development trends, municipal future land use plans, and municipal policies regarding land use, zoning, and growth.

The project study area has been divided into three primary sections, as shown in Figure 4-1. Section 1 begins at Dallas/Fort Worth International Airport (DFW Airport), extends through Coppell, and ends at the Coppell/Carrollton city limits, which coincides with the Elm Fork Branch of the Trinity River. Section 2 begins at the Elm Fork Branch and extends through Downtown Carrollton and the Town of Addison and ends just east of the Dallas North Tollway (DNT) at the southbound frontage road. Section 3 begins at the DNT southbound frontage road, extends through North Dallas and Richardson, continues through Plano and terminates near Shiloh Road in eastern Plano.
4.1 Existing Corridor Land Use

The majority of the proposed Cotton Belt Project would follow the existing Cotton Belt Corridor. Since most development along the corridor occurred after the existing rail corridor was constructed, several industrial and warehouse areas developed along the corridor to have direct access to the rail for the transportation of goods. This history is apparent in the many rail spurs that come off the main line to connect nearby businesses to the rail and in the many existing industrial/warehouse uses adjacent to the alignment. Other primary existing land uses adjacent to the Cotton Belt rail corridor include residential, town centers, and undeveloped/park/open space. Figures 4-2A and 4-2B graphically depict the land use types within the corridor. Table 4-1 shows the amount of each type of land use present in the corridor by acreage and percent of the corridor.
Figure 4-2B
Existing Land Use
### Table 4-1

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Acres Within Corridor*</th>
<th>Percent of Corridor</th>
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<tbody>
<tr>
<td>Airports</td>
<td>78.83</td>
<td>0.73%</td>
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<tr>
<td>Airport Runways</td>
<td>9.88</td>
<td>0.09%</td>
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<td>Commercial, Hotel/Motel</td>
<td>46.13</td>
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<td>Commercial, Office</td>
<td>351.57</td>
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<td>Commercial, Retail</td>
<td>576.49</td>
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<td>Dedicated, Flood Control</td>
<td>31.01</td>
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<td>Dedicated, Parks</td>
<td>499.51</td>
<td>4.65%</td>
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<td>Government/Education: Group Quarters</td>
<td>3.14</td>
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<td>Government/Education: Institutional</td>
<td>503.72</td>
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<tr>
<td>Industrial</td>
<td>1,347.51</td>
<td>12.55%</td>
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<tr>
<td>Infrastructure, Transportation</td>
<td>151.17</td>
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<td>Infrastructure, Utilities</td>
<td>220.32</td>
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<td>Residential, Multi-Family Residential</td>
<td>626.72</td>
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<td>Residential, Single-Family Residential</td>
<td>1,289.46</td>
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<td>Undeveloped, Expanded Parking</td>
<td>0.16</td>
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<td>Undeveloped, Parking Garage</td>
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<td>Undeveloped, Under Construction</td>
<td>97.37</td>
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<tr>
<td>Undeveloped, Vacant</td>
<td>2,758.33</td>
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<td>Water</td>
<td>237.34</td>
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<td>Undesignated</td>
<td>1,905.51</td>
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<td><strong>TOTAL</strong></td>
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*Source: NCTCOG 2005 Land Use Data, URS Corporation*

**“Corridor” in this table refers to the area within one-quarter mile of the alignment and a one-half mile radius around proposed station locations.**

### 4.2 Existing Station Area Land Use

Since the proposed Cotton Belt Project would utilize primarily existing freight right-of-way (Cotton Belt Corridor), which passes through a variety of land uses, including undeveloped/agriculture, industrial, commercial, and residential. The proposed stations, however, are primarily located near or within well-developed areas that serve as population and employment centers. This section describes land use around each proposed station location.

**DFW North Station:** This proposed station area is located on DFW Airport property in the City of Grapevine and is the only proposed station location that is currently surrounded by undeveloped parcels. The station area is situated just east of downtown Grapevine, north of State Highway (SH) 121/SH 114, north of the DFW Airport central terminal area, and west of SH 121. Although primarily undeveloped, the half-mile buffer around the station also includes some
industrial and residential land uses. Road access to this proposed station location is currently limited.

North Lake Station: This proposed station area is located on Belt Line Road in the City of Dallas, at the boundary between the City of Coppell and the City of Dallas. Approximately one quarter of the land within the half-mile buffer around the station is currently used for an electrical power plant, while approximately one-third of the land in the half-mile buffer is residential. The remaining land use is primarily industrial.

Downtown Carrollton Station: This proposed station area is located along Belt Line Road just east of Interstate Highway (IH) 35E (Stemmons Freeway) in the City of Carrollton. The newly-operational Green Line light rail corridor has a station in the immediate vicinity of the proposed Cotton Belt station. The land use within the half-mile around the station is approximately one-third residential and two-thirds industrial/office/retail.

Addison Station: This proposed station area currently serves as a DART bus transit center in the Town of Addison. The station is located along Arapaho Road west of the DNT, north of Belt Line Road, and just southwest of the Addison Airport. Existing land uses include industrial, retail, aviation, multi-family residential, office, and medical.

Knoll Trail Station: Located just to the east of the DNT, this station is proposed in an area that has experienced land use changes in the recent past and continues to transform. The former Prestonwood Mall site on Montfort Drive between Belt Line Road and Arapaho Road has been redeveloped to include a variety of retail establishments and a multi-family development. In other parts of the half-mile radius of the station, the primary land use types are office, multi-family, and retail.

Preston Road Station: This proposed station area is located at the intersection of Preston Road and Keller Springs Road. Land use in this station area is almost entirely single-family residential development. A private K-12 educational facility, Fairhill School, is near the center of the proposed station area. The school recently submitted a conceptual site plan to the City of Dallas to increase its parking capacity. Some undeveloped land uses and flood control land uses are also present.

Renner Village Station (Dickerson Street Option and Coit Road Option): Currently, two locations are under consideration for this station. One option proposes the station area to be located just west of Coit Road near Dickerson Street. Frankford Middle School is north of this proposed station area. The other option proposes the station area to be located adjacent to the west side of Coit Road. Within the half-mile buffer of both station options is the Texas AgriLife Research & Extension Center at Dallas, part of the Texas A&M University System. Single-family and multi-family residential are the primary land uses in this station area.

University of Texas-Dallas (UTD)/Synergy Park Station: This proposed station area is located just to the northeast of the UTD campus, near the intersection of Renner Road and Synergy Park Boulevard. A City of Richardson park, Point North Park, and a City of Richardson water treatment/storage facility fall within this station area. Institutional (education), undeveloped, office, and single-family residential are the primary land use types in this station area. The
undeveloped parcels are situated adjacent to the proposed station location, providing the opportunity for new transit-oriented development (TOD) and other transit-supportive land uses.

**Bush Turnpike Station:** This proposed station area is located in the southeast quadrant of the US 75/President George Bush Turnpike (PGBT) interchange. A DART station along the Red Line light rail transit (LRT) corridor is also located in the southeast quadrant of the interchange in the same general vicinity as the proposed Cotton Belt station. Primary land uses include undeveloped (vacant), retail, office, and industrial.

**12th Street Station:** This proposed station area is located in downtown Plano south of 12th Street between Avenue K and Municipal Avenue, south of the existing Red Line LRT station in downtown Plano. Primary land uses include single-family residential, vacant, industrial, government, office, and retail.

**Shiloh Road Station:** This proposed station area is located at Shiloh Road along the existing Cotton Belt Corridor in the City of Plano. The land use within the half-mile buffer is approximately one-third industrial, one-third single-family and multi-family residential, and one-third retail and undeveloped.

### 4.3 Current Development Trends

Development along the corridor is relatively stable. Much of the corridor is built out, so there is not a current trend to redevelop or change land uses along the corridor. A few exceptions to this trend include the DFW Airport-owned property north of the airport, the Cypress Waters at North Lake development plans, the Renner Village Station area, the UTD/Synergy Park Station area, and the Bush Turnpike Station area. Development interest currently exists in these areas, even if the Cotton Belt Corridor Regional Rail Corridor were not to be constructed.

### 4.4 Future Land Use Plans

The Cotton Belt Project passes through DFW Airport property and the communities of Coppell, Carrollton, Addison, Dallas, Plano, and Richardson. Each community has its own plans for future use and re-use of land within its city limits. In addition, many of these communities have established land use plans and zoning policies that are conducive to transit-supportive land uses around the proposed station areas.

**DFW Airport** - The *Dallas/Ft. Worth International Airport Land Use Plan*, last updated in 2007, calls for mixed-use development along the Cotton Belt Corridor and within a half-mile of the proposed station location. The mix of uses desired in these areas includes local retail, garden office, and restaurant. To the north of the alignment, DFW Airport is planning for hospitality, entertainment, and related commercial uses.

**City of Coppell** - The City of Coppell has created two redevelopment concepts for the Denton Tap Road/Belt Line Road area, which is near the proposed North Lake Station along the Cotton Belt Corridor. These development scenarios can be found in *Coppell 2030 – A Comprehensive Master Plan* (City Council Hearing Draft – January 2011). Scenario 1 assumes that the proposed Cotton Belt Corridor does not have an impact on the area and focuses on creating a pedestrian- and bike-friendly environment to maximize the benefits of the proposed regional veloweb alignment paralleling the Cotton Belt Corridor. Scenario 2 assumes a re-alignment of the existing Cotton Belt Corridor Regional Rail Project.
Belt Corridor in this area to the southern side of Belt Line Road and a rail station in the vicinity of North Lake. In addition to the concepts envisioned in Scenario 1, Scenario 2 also includes the development of high density, mixed-use neighborhoods adjacent to the transit station. Both scenarios propose high-quality office space, parks, open space, and a cohesive architectural design throughout the area. Scenario 2 complements the Cypress Waters development plans laid out by the Billingsley Company for a portion of land adjacent to North Lake in the City of Dallas. The Cypress Waters development plan encompasses 1,000 acres and will include approximately 10,000 single- and multi-family residential units, a workplace/office campus, and some mixed-use areas.

The most recent future land use map available on the City website (revised December, 2009) identifies mixed uses at the intersection of Denton Tap Road and Belt Line Road. The rest of the parcels included in the scenarios above are identified as light industrial/showroom on this future land use map.

The City of Coppell's Thoroughfare Plan map from May, 2008 identifies roadways that do not meet the specifications of the thoroughfare plan. The map shows that Belt Line Road from Denton Tap Road to MacArthur Boulevard has not been updated to meet the recommended capacity. It is specified to be a six-lane divided roadway with a 110-foot total right-of-way width, but it is currently a four-lane divided roadway.

City of Carrollton - The City of Carrollton published Downtown Carrollton Transit-Oriented Development, adopted in February 2008, to provide a plan for transit oriented development in downtown Carrollton and near the Green Line station. The plan does not mention the Cotton Belt Project, but its recommendations encompass the downtown area, which would also be home to the proposed Cotton Belt Downtown Carrollton Station. The plan calls for a slight grade separation of Belt Line Road in order to alleviate some of the nuisance to drivers of being stopped by freight trains, thus making the downtown area more attractive and less likely to be avoided due to freight traffic. The plan also recommends ideas to improve walkability and conceptual land use plans to create a more active downtown.

The City has also developed Transit Center Zoning sub-districts for the downtown area. The sub-districts include Urban Core, Urban General, Historic Square, and Urban Fringe. Within all the sub-districts except Urban Fringe, there are several areas in which ground-level retail is required. The City of Carrollton's future land use map (as amended by the City Council on December 6, 2007) depicts a large area of transit land use that encompasses the entire downtown area, as well as extending west of IH 35E. The City’s transit land use type falls under the broader category of “Mixed Use/Urban.”

The City’s Carrollton Trails Master Plan from 2006 identifies a future bike and pedestrian trail heading northeast along the Burlington Northern Santa Fe (BNSF) rail alignment from the Green Line Downtown Carrollton Station and proposed Cotton Belt station area. This trail is listed as a Priority II project, which means that Priority I-level projects would be completed first, but the plan does not indicate a timeline for completion of the trail projects. The master plan also identifies a Priority I future bike and pedestrian trail along Le Mans Drive. This trail is now complete and is known as the Purple Trail. Undated trail maps found on the trails page of the City’s website in 2011 show additional planned trails in the study area: along Crosby Road east
to the Green Line and then north along the Green Line and along the Elm Fork of the Trinity River.

**Town of Addison** - The Town of Addison currently has three capital improvement projects planned in the project study area. The first project would widen Addison Road to five lanes. This project, however, is currently being re-assessed. The Town of Addison will also undertake an Arapaho Road/DNT Bridge modification to expand the bridge deck in order to create a free southbound to northbound U-turn. The third capital project would reconfigure the Belt Line Road/DNT interchange into one intersection instead of two.

The Town of Addison also has a Belt Line Road redevelopment plan called *The Blueprint* (2006). A portion of Belt Line Road, from just east of Surveyor Boulevard to just east of Inwood Road, falls within a half-mile of the proposed station location. This part of the Town encompasses two districts, the Addison Dining District and Les Lacs Village, which both abut the existing Cotton Belt Corridor on the south side and extend about one to two blocks south of Belt Line Road. Both districts are envisioned to have mixed uses of either retail, residential, and office (Les Lacs Village) or retail, residential, and restaurant (Addison Dining District). Les Lacs has more of a residential focus, while Addison Dining District would have a more restaurant/entertainment focus with areas of smaller, pedestrian-friendly blocks.

**City of Dallas** - The City of Dallas has documented their interest in fostering transit oriented development and revitalization opportunities that could be realized if Cotton Belt Project stations were to be constructed in the far North Dallas area. The *ForwardDallas!* comprehensive plan adopted in June 2006, provides a work outline for the development of a Coit Road/McCallum Boulevard area plan. The Coit Road/McCallum Boulevard intersection falls within a half-mile of the proposed Renner Village Station location, and this area is also in proximity to UTD. The area plan, once developed, will include a vision for the area, recommended zoning, a strategic infrastructure investment program, and targeted economic development incentives. The comprehensive plan states that the City of Dallas plans to move away from Planned Development zoning for mixed-use projects in favor of form-based zoning codes.

*ForwardDallas!* also describes how the City will transition its street network over time to incorporate Context Sensitive Design (CSD) elements. Streets will have certain characteristics based on the primary purpose of the street. These new street types would be overlayed on the thoroughfare plan functional classification system. CSD emphasizes creating two distinct realms, a pedestrian realm and a travelway realm. The travelway realm would include various modes of transportation, including bicycles. This is similar to the concept of “complete streets.”

The Texas A&M System solicited bids in June and July 2013 for future development of the land formerly planned as the University Urban Living Laboratory development at the AgriLife Research & Extension Center at Dallas. As of late August, 2013, bids were still under review.

**City of Plano** - The land use component of the City of Plano’s comprehensive plan, updated in January 2008, recommends that future land use along the City of Plano portion of the alignment include major corridor development, freeway commercial, residential, light industrial, general commercial, neighborhood commercial, research/technology center, and parks. There are no
new school sites or public facilities proposed in the comprehensive plan for the project study area.

The City of Plano hosted a visioning workshop for the proposed 12th Street Station on September 8, 2010. During this workshop, stakeholders came together to explore options and concepts for future development within a one-half-mile radius around the proposed station location.

**City of Richardson** - The City of Richardson’s comprehensive plan, adopted by the City Council in January 2009, recommends that future land use along the City of Richardson portion of the alignment include regional employment, transit village, public/semi-public/school, parks and open space, neighborhood residential, multi-family residential, neighborhood service, community commercial, and office/industry. The City, in collaboration with UTD and DART, also published a master plan for the UTD North Campus area and a proposed UTD station along the Cotton Belt Corridor in June 2009. The station area master plan includes a mixture of land uses, higher-density development, and pedestrian-friendly design concepts to create a TOD around a proposed UTD station. The station location used in the master plan is to the west of the currently-proposed UTD/Synergy Park Station area, but the concepts developed in the master plan nonetheless remain relevant. Expansion into the North Campus and the university’s desire to gain transit access to DFW Airport and the DART system via the Cotton Belt Corridor are also described in UTD’s *Campus Master Plan Update 2002*.

A transit oriented concept plan for the area east of the proposed Bush Turnpike Station and east and west of US 75 (North Central Expressway) has also been developed. The recent rezoning of the area included a reservation of land for the Red Line Interface South Alternative that would deviate from the Cotton Belt Corridor.

**4.5 Municipal Land Use, Zoning, and Growth Policies**

This section identifies the general zoning types currently in place within the half-mile station area buffers and along the quarter-mile alignment buffer. Each municipality is responsible for establishing zoning districts for property within its city limits.

**Section 1**

**Alignment:** The mix of land uses planned for the station area are also planned along the alignment east of DFW North Station. Once the alignment leaves airport property and enters the City of Coppell, current zoning includes Light Industrial (LI), Historic (H, PD-H), Commercial (C), and Single-Family Residential (SF-9, SF-7). Zoning along the alignment through Coppell city limits includes Single-Family Residential (SF-9, SF-12), Commercial (C, PD-C), Agricultural (A), Office (PD-O), Light Industrial (LI, PD-LI), Retail (R), and Multi-Family Residential (MF-2, PD-MF-2).

**DFW North Station Area:** DFW Airport owns the majority of the property within the half-mile radius around the proposed station location, and the DFW property does not have typical zoning designations. The area around the proposed station location is planned by DFW Airport for a mix of local retail, restaurant, and garden office uses. City of Grapevine zoning for outlying property within the half-mile buffer includes Light Industrial (LI), Community Commercial (CC), Residential (R-7.5), and Business Park (BP).
North Lake Station Area: Current zoning includes Single-Family Residential (SF-9, SF-12), Agricultural (A), Commercial (C), Light Industrial (LI), and Dallas zoning designation Industrial/Utility (I).

Downtown Carrollton Station Area: The proposed Downtown Carrollton Station area includes the following zoning categories: Single-Family Residential (SF-12/20), Special Use Permit (SUP), Light Industrial (LI), Local Retail (LR-1, LR-2), and Neighborhood Services (NS).

Section 2
Alignment: The quarter-mile buffer along the Cotton Belt alignment from the Coppell/Carrollton city limits to Kelly Boulevard includes the following zoning categories: Planned Development (PD), Light Industrial (LI), Special Use Permit (SUP), Single-Family Residential (SF-5/12, SF-7/14, SF-10/18, SF-TH), Historic Preservation Overlay (HP-1), Duplex Residential (D), Multi-Family Residential (MF-15, MF-18, MF-45), and Local Retail (LR-2). Zoning along the alignment within the Town of Addison includes Industrial (I-1, I-2), Parks (P), Planned Development (PD, PD-4), Commercial (C-1), and Urban Center (UC).

Addison Station Area: The proposed Addison Station area includes the following zoning categories: Industrial (I-1, I-2, I-3), P (Parks), Planned Development (PD), Local Retail (LR), and Commercial (C-1).

Knoll Trail Station Area: The Knoll Trail Station area includes the following City of Dallas zoning categories: Mixed Use (MU-1), Multi-Family Residential (MF-1(A)), Special Use Permit (SUP), Planned Development (PD), Retail (R-16(A)), Regional Retail (RR), Multiple Commercial (MC-4), Agriculture (A(A)), and Community Retail (CR).

Preston Road Station Area: The Preston Road Station area includes the following City of Dallas zoning categories: Residential (R-1AC(A), R-10(A), R-16(A)), Planned Development (PD), Special Use Permit (SUP), Townhouse (TH-1(A), TH-3(A)), Neighborhood Office (NO (A)), Multi-Family Residential MF-1(A)), and Agriculture (A(A)).

Renner Village Station Area: The Renner Village Station area includes the following City of Dallas zoning categories: Special Use Permit (SUP), Residential (R-5(A)), Clustered Housing (CH), Commercial Service (CS), Mixed Use (MU-1), Community Retail (CR), Multi-Family Residential (MF-2(A), MF-3(A)), Planned Development (PD), Townhouse (TH-3(A)), and Agriculture (A(A)).

Section 3
Alignment: Zoning around the alignment within the City of Dallas includes the following categories: Single-Family Residential (R-7.5(A), R-10(A)), Multi-Family Residential (MF-1(A)), Townhouse (TH-3(A), TH-2(A)), Parking (P(A)), Neighborhood Service (NS (A)), Duplex (D(A)), and Special Use Permit (SUP). The alignment within the City of Richardson includes the following zoning categories: Commercial (SPL C-M), Planned Development (PD), Industrial (SPL I-M(1)), Residential (R-1500-M, Temp R-1500-M), and Technical Office (SPL TO-M). Along the alignment within the City of Plano, zoning categories include: Multi-Family Residential (MF-2), Light Industrial (LI-1, LI-2), Retail/Office (R/O-2), Planned Development (PD), SH 190 Overlay District, Specific Use (S), Retail (R), Two-Family Residence (2F), Light Commercial (LC), and Research/Technology Center (RT).
UTD/Synergy Park Station Area: The UTD/Synergy Park Station area includes the following City of Richardson zoning categories: Technical Office (SPL TO-M), Planned Development (PD), Residential (SPL R-2000-M, SPL R-1500-M, Temp R-1500-M). It also includes the following City of Plano zoning categories: SH 190 Overlay District and Agriculture (A).

Bush Turnpike Station Area: The Bush Turnpike Station area includes the following City of Richardson zoning categories: Residential (Temp R-1500-M), Technical Office (SPL TO-M), Commercial (SPL C-M), Planned Development (PD, SPL PD), and Industrial (SPL I-M(1)). In February 2011, approximately 160 acres in the station vicinity were approved for rezoning to become zoned as Planned Development. It also includes the following City of Plano zoning categories: R/O-2 (Retail/Office), SH 190 Overlay District, Light Industrial (LI-1), Planned Development (PD), Light Commercial (LC), Special Use (S), and Corridor Commercial (CC).

12th Street Station Area: The 12th Street Station area includes the following City of Plano zoning categories: Planned Development (PD), Corridor Commercial (CC), Light Industrial (LI-1, LI-2), Light Commercial (LC), Specific Use (S), Two-Family Residence (2F), Single-Family Residential (SF-6), Downtown Business/Government (BG), General Residential (GR), and Heritage Resource Designation (H-33).

Shiloh Road Station Area: The Shiloh Road Station area includes the following City of Plano zoning categories: Single-Family Residential (SF-6, SF-7), Multi-Family Residential (MF-1, MF-2), Retail (R), Planned Development (PD), Light Commercial (LC), Specific Use (S), Research/Technology Center (RT), and SH 190 Overlay District.
Alliance Transportation Group
Arredondo, Zepeda & Brunz
Bowman Engineering
Connetics Transportation Group
Cox|McLain Environmental Consulting
CP&Y
Criado & Associates
Dunbar Transportation Consulting
HMMH
KAI Texas
K Strategies Group
Legacy Resource Group
Mas-Tek Engineering & Associates
Nathan D. Maier Consulting Engineers
Pacheco Koch Consulting Engineers
Parsons
Schrader & Cline
Spartan Solutions
Stantec Consulting Services Inc.